

NEW YORK HERALD

BROADWAY AND ANN STREET.

JAMES GORDON BENNETT.

PROPRIETOR.

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For the Swatow, per annum, in advance, \$120.00.

For the Ningpo, per annum, in advance, \$125.00.

For the Foochow, per annum, in advance, \$130.00.

For the Canton, per annum, in advance, \$135.00.

For the Hankow, per annum, in advance, \$140.00.

For the Amoy, per annum, in advance, \$145.00.

For the Swatow, per annum, in advance, \$150.00.

For the Ningpo, per annum, in advance, \$155.00.

For the Foochow, per annum, in advance, \$160.00.

For the Canton, per annum, in advance, \$165.00.

For the Hankow, per annum, in advance, \$170.00.

For the Amoy, per annum, in advance, \$175.00.

For the Swatow, per annum, in advance, \$180.00.

For the Ningpo, per annum, in advance, \$185.00.

For the Foochow, per annum, in advance, \$190.00.

For the Canton, per annum, in advance, \$195.00.

For the Hankow, per annum, in advance, \$200.00.

For the Amoy, per annum, in advance, \$205.00.

For the Swatow, per annum, in advance, \$210.00.

For the Ningpo, per annum, in advance, \$215.00.

For the Foochow, per annum, in advance, \$220.00.

For the Canton, per annum, in advance, \$225.00.

For the Hankow, per annum, in advance, \$230.00.

For the Amoy, per annum, in advance, \$235.00.

For the Swatow, per annum, in advance, \$240.00.

For the Ningpo, per annum, in advance, \$245.00.

For the Foochow, per annum, in advance, \$250.00.

For the Canton, per annum, in advance, \$255.00.

For the Hankow, per annum, in advance, \$260.00.

For the Amoy, per annum, in advance, \$265.00.

For the Swatow, per annum, in advance, \$270.00.

For the Ningpo, per annum, in advance, \$275.00.

For the Foochow, per annum, in advance, \$280.00.

For the Canton, per annum, in advance, \$285.00.

For the Hankow, per annum, in advance, \$290.00.

For the Amoy, per annum, in advance, \$295.00.

For the Swatow, per annum, in advance, \$300.00.

For the Ningpo, per annum, in advance, \$305.00.

For the Foochow, per annum, in advance, \$310.00.

For the Canton, per annum, in advance, \$315.00.

For the Hankow, per annum, in advance, \$320.00.

For the Amoy, per annum, in advance, \$325.00.

For the Swatow, per annum, in advance, \$330.00.

For the Ningpo, per annum, in advance, \$335.00.

For the Foochow, per annum, in advance, \$340.00.

For the Canton, per annum, in advance, \$345.00.

For the Hankow, per annum, in advance, \$350.00.

For the Amoy, per annum, in advance, \$355.00.

For the Swatow, per annum, in advance, \$360.00.

For the Ningpo, per annum, in advance, \$365.00.

For the Foochow, per annum, in advance, \$370.00.

For the Canton, per annum, in advance, \$375.00.

For the Hankow, per annum, in advance, \$380.00.

For the Amoy, per annum, in advance, \$385.00.

For the Swatow, per annum, in advance, \$390.00.

For the Ningpo, per annum, in advance, \$395.00.

For the Foochow, per annum, in advance, \$400.00.

For the Canton, per annum, in advance, \$405.00.

For the Hankow, per annum, in advance, \$410.00.

For the Amoy, per annum, in advance, \$415.00.

For the Swatow, per annum, in advance, \$420.00.

For the Ningpo, per annum, in advance, \$425.00.

For the Foochow, per annum, in advance, \$430.00.

For the Canton, per annum, in advance, \$435.00.

For the Hankow, per annum, in advance, \$440.00.

For the Amoy, per annum, in advance, \$445.00.

For the Swatow, per annum, in advance, \$450.00.

For the Ningpo, per annum, in advance, \$455.00.

For the Foochow, per annum, in advance, \$460.00.

For the Canton, per annum, in advance, \$465.00.

For the Hankow, per annum, in advance, \$470.00.

For the Amoy, per annum, in advance, \$475.00.

For the Swatow, per annum, in advance, \$480.00.

For the Ningpo, per annum, in advance, \$485.00.

For the Foochow, per annum, in advance, \$490.00.

For the Canton, per annum, in advance, \$495.00.

For the Hankow, per annum, in advance, \$500.00.

For the Amoy, per annum, in advance, \$505.00.

For the Swatow, per annum, in advance, \$510.00.

For the Ningpo, per annum, in advance, \$515.00.

For the Foochow, per annum, in advance, \$520.00.

For the Canton, per annum, in advance, \$525.00.

For the Hankow, per annum, in advance, \$530.00.

For the Amoy, per annum, in advance, \$535.00.

For the Swatow, per annum, in advance, \$540.00.

For the Ningpo, per annum, in advance, \$545.00.

For the Foochow, per annum, in advance, \$550.00.

For the Canton, per annum, in advance, \$555.00.

For the Hankow, per annum, in advance, \$560.00.

For the Amoy, per annum, in advance, \$565.00.

For the Swatow, per annum, in advance, \$570.00.

For the Ningpo, per annum, in advance, \$575.00.

For the Foochow, per annum, in advance, \$580.00.

For the Canton, per annum, in advance, \$585.00.

For the Hankow, per annum, in advance, \$590.00.

For the Amoy, per annum, in advance, \$595.00.

For the Swatow, per annum, in advance, \$600.00.

For the Ningpo, per annum, in advance, \$605.00.

For the Foochow, per annum, in advance, \$610.00.

For the Canton, per annum, in advance, \$615.00.

For the Hankow, per annum, in advance, \$620.00.

For the Amoy, per annum, in advance, \$625.00.

For the Swatow, per annum, in advance, \$630.00.

of the Herald's exposure of street gambling in those precincts which was not suppressed. Three ward detectives were retained to the ranks for the same cause. Five other captains were also transferred.

Two New York ladies, while driving near Dover Plains, were swept from a bridge by a swollen mountain stream and drowned.

Pretty Marie Palaka, who she kidnapped and ruined the young Countess Schirmer, Joseph Mondor claims the honor of being "Hungry Jenny's" husband.

Leo Harrington, who committed suicide, was buried in Lutheran Cemetery. It was ascertained that he took her life because a business man with whom he was in love refused to marry her.

J. H. Durand, the bond promoter, attacks the Herald and causes some inside facts to be dug up about himself and friends.

W. B. Rhett, charged with having assaulted five little girls, was fully identified by them and held in \$3,000 additional bail to answer other charges.

A lymph sanitarium is to be established in this city next week by Drs. George F. Shady, H. P. Loomis and E. C. Wendt.

Investigation of the Dock Department was begun by the Fasset Committee.

The Federation of Labor organizations at Washington formulated demands that will be made in coming political campaigns. The treatment accorded them will determine the question of creating a third party.

Debate on the closure rule was continued all day in the Senate, but no result was reached.

Colonel D. W. Flieger was nominated to the Senate to be Chief of Ordnance of the Army, vice Benét, retired.

The Herald's exposure of the lumbermen's Adirondacks conspiracy has had the effect of enlarging the Forestry Commission's idea of what the people's park should be.

NEVEN PANTER paid advertisement as news matter. Let every advertisement appear as an advertisement—no sailing under false colors.—Charles A. Dana's Address to the Wisconsin Editorial Association, Milwaukee, July 24, 1888.

A STORY IS TOLD of an advertiser who presented himself at the New York Herald counter with a three thousand dollar bill as an offer for a half column advertisement with a good sized cut accompanying it. The "ad." was refused without even consulting Mr. Howland. There is a standing rule in the Herald office to never insert advertising cuts.—Exchange.

THE EXPENDITURES FOR PENSIONS for the year ending June 30, as now officially stated, amounted to \$109,357,534. In the previous year we paid \$87,644,779 11, while in the year before that we paid \$30,288,508 77. The cost of the German army, it may be interesting to note, is for this year estimated at \$91,726,293. Besides our pensions our army costs \$30,000,000.

HERALD ADVERTISING. INCREASE IN NUMBER OF COLUMNS OF ADVERTISING.

1889 over 1888.....gain 1,295
1890 over 1889.....gain 1,534
Total gain, two years.....2,829

The gain is distributed as follows:—
1889 over 1888.....1,295
1890 over 1889.....1,534
Total.....2,829

Under the following classification:—
1889 over 1888.....1,295
1890 over 1889.....1,534
Total.....2,829

Help and situations
Wanted.....gain 435
To let and board.....gain 71
Real estate.....gain 163
Houses and carriages.....gain 116
Dry goods.....gain 81
Furniture.....gain 120
Miscellaneous.....gain 399
Total.....1,295

1890 over 1889.....1,534
Total.....2,829

The increase in number of separate advertisements during the two years is 119,051, distributed as follows:—
1889 over 1888.....10,600
1890 over 1889.....10,451
Total.....21,051

HERALD CIRCULATION. The increase in Herald circulation is equally satisfactory, as is shown by the following figures for the last week in December, 1890 (ending Saturday, December 27), compared with the same week in 1889—viz:—

Sunday, December 22.....increase 22,400
Monday, December 23.....increase 9,400
Tuesday, December 24.....increase 10,300
Wednesday, December 25.....increase 12,300
Thursday, December 26.....increase 9,800
Friday, December 27.....increase 11,800
Saturday, December 28.....increase 11,200
Total increase (one week).....86,800

N. B.—Attention is called to the following facts:—
First—The above comparative statements of increase in Herald advertising are not based upon columns reduced in width.
Second—The Herald does not publish "fake" advertising; and
Third—The increase in circulation of the Daily and Sunday Herald is bona fide, and the figures published do not include weekly and semi-weekly editions nor half-price evening editions.

Democrats and Behring Sea. President Harrison, Secretary Blaine, a republican Congress and republican leaders are not the only ones who have responsibilities and duties in regard to killing fur seals in Behring Sea. They are now immediately backed because they have all federal power.

But there are democrats who should speak to the country before it is too late. Ex-President Cleveland and ex-Secretary Bayard are among them, and so are the democratic members of the Senate Foreign Affairs Committee. They should have examined critically the Russian cession to us of 1867, and the statutes of 1868, 1870 and 1890, and have formed very decided opinions thereon. Senator Morgan presented to the Senate the other day, after the application to the Supreme Court for the "writ of prohibition," a reso-

lution of shirk. What idea, purpose and plan were behind it? What territory and dominion do those four Senators think were ceded to us by the Russian treaty of 1867? Was it anything more than territory and dominion on the continent and in the islands? If there were "appurtenances" what were they? Did the treaty demarcation of limits enlarge the territory and dominion on the continent and on the islands, or the "appurtenances," so as to transfer to us jurisdiction over waters outside of a territorial jurisdiction given by the law of nations? The columns of the Herald are wide open to either of those four democratic Senators if they will speak concisely, briefly and right to the point. Do they or either of them really believe that, by the Russian treaty of 1867 or by public law, Congress had or has now the jurisdiction to legislate for a British merchantman in the place the Carolina, or Thornton, or Onward, or Sayward was when seized, or that the municipal laws of the United States can lawfully authorize the seizure of a British schooner for there killing furs, or that Congress can give to a federal district court jurisdiction to confiscate a British vessel for killing fur seals in any of those places?

The Herald has not denied and does not now deny the Congressional power, but what do the four democratic members of the Foreign Affairs Committee think? Nothing is to be gained by flattery, or gynecology, or wheedling, or pompous generalities in this business. If democrats say they are lawyers and publicists and who aspire to be leaders of opinion have meditated on those questions and have formed an opinion, what is it? It won't do for the country to run the risk of performances like those by Blaine in Chile and Peru, for exorcising the country from the consequences of which we are all indebted to Assistant Secretary of State Bancroft Davis. When the people have been told by those whose opinions they regard with confidence what their real rights are in Behring Sea the people can be relied on to vindicate those rights, even if the vindication shall take away the last cow in the barn. But they don't wish the gun fired till they are ready, or to go off at half cock.

You democratic leaders are quite ready to preach to us about the tariff and the abominable McKinley law, but now is the time to speak to your countrymen of their rights in Behring Sea.

Cleveland, Bayard, Morgan, and all the democratic swells in Congress! You have now a right to the floor! There will be no closure!

There is the more need for an authoritative and immediate explanation of what was done by the Cleveland administration now that Mr. D. O. Mills, the president of the company holding the lease of the Pribyloff Islands, has made this declaration in the Herald:—

It must be remembered that Mr. Blaine's position in this whole controversy has been one of great difficulty. The discussion between England and this country was left to him as a sort of legacy from the preceding administration, when Mr. Bayard had brought these negotiations to such a pass that the use of force in compelling an observance of the rights of the United States to their claimed jurisdiction seemed the only possible outcome.

It is also now the more needful that our Supreme Court or Congress tell the country how far, if at all, we can police Behring Sea, since Secretary Blaine has declared that sea is not now in public law a *mare clausum*, and since the president of the powerful North American Commercial Company insists that "the question is not as to the jurisdiction of the United States under international law, but what rights the United States acquired from Russia," which last insistence seems to imply that we could and did acquire from Russia a jurisdiction in that sea which may not now be recognized by international law.

Shipping Interests Imperilled. Captains of our castaway steamships are uttering loud complaints and protests over the fact that the Atlantic coast from Sandy Hook to Charleston is now unusually wreck-stricken. Well they may, with twelve vessels lying in or near the steamer tracks. A Charleston despatch which we print to-day reports that shipmasters say the sailing road was never in so dangerous a condition as at present, and that the risks of disaster to some of the passenger steamers are serious.

It may appear strange to the simple minded that the government of any nation can allow its own shipping to be jeopardized by such derelicts within easy reach of its coast line. Had Congress, it is said, only made an appropriation to remove them, they could easily be disposed of. Our Washington correspondent reports that the Navy Department will blow up one of these wrecks (that of the steamer Vizcaya) as soon as it gets the consent of its owners. This consent may never be obtained, and if Congress alone can assume the responsibility of removing these wrecks no time is to be lost.

But it is to be greatly feared that if steamship captains depend upon the present Congress to provide for clearing the marine road which skirts our coast, they and their vessels may both come to grief by collision in fog or at night with the sunken wrecks. The prolonged republican fight for the Force bill in the Senate has so far blocked the way to all marine legislation. It is intolerable that navigation should be left exposed to great and removable ocean perils in a stormy season merely to give Mr. Hoar time to pass his partisan measure. Can the New York Chamber of Commerce do nothing to have our marine doors freed from dangerous obstructions?

One Prince the Less. There is no moral to the story which has reached us by cable of the taking off of Prince Baudouin, the Belgian heir apparent. He was a prince. He has departed. By to-morrow he will be forgotten.

Prince Albert is the new heir apparent. *Vive le Prince!*

To Improve the Courts. The Constitutional Commission created to revise the judiciary system of the State ended its existence yesterday by final adjournment.

It had formulated a scheme designed to increase the efficiency of the courts of the

State and to facilitate the despatch of business in them. Whether its labors are to result in good or nothing now rests with the Legislature and the people. The Legislature is to decide whether the constitutional amendments proposed by the commission shall be submitted to popular vote, and the people are to decide on their adoption or rejection if submitted.

As there are numerous recommendations, and as opinion differs touching the merits of some of them, it is by no means clear that the work of the commission will be accepted and indorsed.

What Does It Mean? There is some devilry in section 32 of the Rapid Transit bill.

Its friends seek to defend it by saying it was in all the rapid transit bills of last year and all introduced at this session.

That simply makes it all the more mysterious.

Why was it in all of last year? Why is it in every bill now pending? Why is it in any one of them?

The section authorizes the giving of additional facilities, of enlarged privileges, to the elevated roads. That is a special matter not within the scope or purpose of the rapid transit legislation which New York now demands.

The great, the only object of this legislation is to give the metropolis an entirely new and thoroughly complete system of rapid transit—new routes, new plan of roads, new company. That does not mean a patchwork scheme to increase the facilities of the elevated roads.

The utter inadequacy of those roads, both in speed and carrying capacity, has been amply demonstrated. Improve them as you will and they never will meet the demands of the time. Any rider in their interest looked on to a genuine rapid transit bill as much out of place as would be a clause in behalf of the surface roads.

Why does this rider appear in every rapid transit bill brought forward at Albany? Is it a game of the "Little Wizard" to control the scheme if the clause is retained, or, failing in that, to defeat it by a fight over striking out the clause?

By all means let the facilities of the elevated roads be enlarged to their fullest capacity. But let this be done by legislation apart from and independent of the needed rapid transit act—by legislation which will secure the public rights and hold the elevated roads to their public obligations.

And here it is pertinent to remark that before this corporation is in a position to ask or expect any new privileges or concessions it will have to give the public the benefit of its existing facilities, which are now curtailed during many hours of the day and night to the serious inconvenience of passengers in order to save expenses.

No rapid transit bill should be saddled with any elevated road scheme. It can only prove a complication from which no good can come. Rapid transit must be dealt with wholly and purely on its merits. We want no Corsair's hand on it, no Tammany or republican control of it, no politics in it.

Strike out section 32 and pass the Stewart bill.

Winds in the "Steamer Lanes." The atmospheric conditions which have made the present winter a sort of "glacial epoch" in Europe have occasioned a remarkable state of things in the transatlantic steamship routes. The "lanes" of late have been remarkably free from violent gales.

So high was the barometer last week in Western Europe that easterly winds prevailed considerably from the English Channel to mid-ocean—a tract almost invariably swept in January by strong westerly gales. As a consequence cyclones starting from the American coast on their way to the Channel were diverted to Norway, and gave the Channel quite a wide berth. Fortunately European steamers, when bound to the westward, have profited by this anomalous distribution of winds.

Just now, however, Atlantic weather seems to be on another track. While the Spree and other transatlantic steamers arriving here yesterday report encountering one fresh westerly gale (on Tuesday) the barometer is rather low in Western Europe, and hence the easterly winds off the British and French coasts have ceased. Should they recur in force next week steamers now leaving New York for the Channel will do as well, perhaps better, to follow a more northern route than that usually pursued in mid-winter.

It was ONLY a few days ago that the Herald laid bare the notorious street gambling going on unmolested in broad daylight in Chatham square.

As a result of this exposure Captains McCullagh and Carpenter were yesterday transferred by the Police Commissioners, and this change led to the transfer of five other captains.

Journalistic enterprise is seldom crowned with such prompt and complete success.

PERSONAL INTELLIGENCE. HERALD WEATHER FORECASTS.—The depression in the Gulf region yesterday morning is now central in Louisiana. Though small and weak, it will probably move eastward toward the Carolina coasts and is likely to become energetic on the coasts by to-morrow. Temperature was nearly stationary in the United States yesterday. The chief minimum reported was 6 degrees Fahrenheit at Moorhead, Minn.; the chief maximum, 64 degrees, at Key West. In this city and suburban districts to-day, fair to partly cloudy weather will probably prevail, with slight temperature changes and fresh to light southerly and westerly